

**CHANGE****DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

3550.13 CHG 1

8/1/84

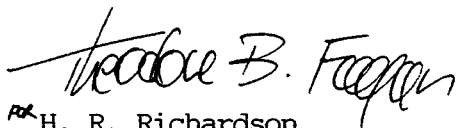
**SUBJ: AIR TRAFFIC CONTROL REVITALIZATION PREMIUM PAY**

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1. PURPOSE. This change revises the eligibility expiration date for 10 percent on-the-job training (OJT) premium pay for all supervisory GS-2152 Air Traffic Control Specialists in air traffic control centers and terminals who are assigned to give OJT to any air traffic control specialist whose OJT directly involves the separation and control of live traffic during the period starting October 3, 1982.
2. EXPLANATION OF CHANGE. In view of the considerable amount of OJT still being provided by supervisory controllers, the Administrator has extended the 10 percent OJT premium pay provisions of the Revitalization Act to supervisors for an additional year--until December 31, 1985.
3. DISPOSITION OF TRANSMITTAL. This transmittal sheet shall be retained until it is superseded by a new change, a revision of the basic directive, or canceled by a new directive.

**PAGE CONTROL CHART**

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H. R. Richardson  
Acting Director of Personnel and Training

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differential will be paid provided they maintain a current medical certification and control live traffic in accordance with proficiency standards established by the Office of the Associate Administrator for Air Traffic (see Order 3120.4F, Air Traffic Training).

(b) This differential does not apply to GS-2152 Air Traffic Control Specialists in air traffic control centers or terminals officially assigned to positions requiring operational or full-performance control duties or first-level supervisory duties. These employees are required, as a condition of employment, to be certified as proficient and medically qualified to perform duties including the separation and control of live traffic.

(c) This premium pay is 1.6 percent of the applicable rate of basic pay.

(d) This premium pay is effective October 3, 1982.

(3) 10 Percent On-The-Job Training (OJT) Premium Pay.

(a) All nonsupervisory GS-2152 Air Traffic Control Specialists in air traffic control centers and terminals who are assigned to give OJT to any air traffic control specialist whose OJT directly involves the separation and control of live traffic.

(b) All supervisory GS-2152 Air Traffic Control Specialists in air traffic control centers and terminals who are assigned to give OJT to any air traffic control specialist whose OJT directly involves the separation and control of live traffic during the period October 3, 1982, through

\* December 31, 1985. \*

(c) This premium pay is 10 percent of the applicable hourly rate of basic pay for the number of hours and/or minutes during which the OJT is conducted.

(d) This premium pay is effective October 3, 1982.

(4) Premium Pay for Working Without A Meal Period Break.

(a) Premium pay will be paid to any supervisory or nonsupervisory air traffic control or flight service station specialist assigned to air traffic control centers, terminals, or flight service stations who, while working a regularly scheduled 8-hour period of service, is required by his/her supervisor to work during the 4th through the 6th hour of such period without an uninterrupted break of 30 minutes for a meal. If, however, an employee elects and is released to take the 30 minute uninterrupted meal break either earlier or later than the 4th through the 6th hour, this break constitutes the employee's meal break for the 8-hour shift and he/she will not be eligible for the meal period premium pay. To be eligible for this premium pay, an employee must be in a duty status for the 8-hour period.

(b) This premium pay will be 50 percent of one-half of the applicable hourly rate of basic pay.

(c) This premium pay is effective October 3, 1982.

(5) Pay for Training in Excess of 40 Hours.

(a) An individual training to be an air traffic controller will, during the period of such training, be paid at the applicable rate of basic pay for the hours of training ordered or approved in excess of 40 hours in an administrative workweek.

(b) This provision is effective October 3, 1982. (See paragraph 4e(7) for further guidance on this provision.)

(6) Retired Military Personnel.

(a) The retired or retainer pay of a former member of a uniformed service who is on a temporary appointment performing duties in the operation of the air traffic control system at an air traffic control center or terminal or training others to perform such duties shall not be reduced for the duration of such temporary employment with the FAA.

(b) This provision is retroactive to August 3, 1981, and ends December 31, 1984, unless the Administrator, prior to that date, determines there is no longer a critical shortage of controllers.

(c) To be eligible for no reduction in retired or retainer pay, a former member of a uniformed service must be performing covered duties at an air traffic control center or terminal or training other individuals to perform such duties. Eligibility ceases if the former member of a uniformed service is assigned to perform noncovered duties. Similarly, an otherwise eligible former member of a uniformed service becomes eligible for no reduction in retired or retainer pay when assigned covered duties.

(d) Military retirees occupying GS-2152 air traffic control positions are eligible for the operational responsibility differential, currency differential, OJT premium pay, and premium pay for working without a meal break, in accordance with the same criteria applicable to other GS-2152 employees.

(7) Reemployed Annuitants.

(a) A GS-2152 employee serving as a reemployed annuitant, who applied for retirement or retired prior to August 3, 1981, and performs duties in the operation of the air traffic control system at an air traffic control center or terminal, or trains other individuals to perform such duties, shall not have his/her salary reduced by the amount of his/her annuity.